

B. F. TAYLOR,
Solicitor.

Lighters and Steam Launches
Supplied.

ILIGLOO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.

DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 2061. 日八初月正年八十二精光

MONDAY, FEBRUARY 17, 1902.

六拜禮

號五十月二英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNPAID 6,000,000
RESERVE FUND 8,510,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
YOKOHAMA. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Fixed Deposits for 12 months at 5 per cent.

TANG HOUSUMI,
Manager.

Hongkong, 21st January, 1902. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £575,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent.
On Fixed Deposits for 12 months at 4 per cent.

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PEKING.
CHEFOO. PENANG.
CHUNKING. SINGAPORE.
HANKOW. TIENTSIN.

THE BANK purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 per Annum Fixed Deposits for 3 months.
4 1/2 per Annum Fixed Deposits for 6 months.
5 1/2 per Annum Fixed Deposits for 12 months.

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$19,000,000
RESERVE FUND \$14,250,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.

MANAGER:
HONGKONG—SIR THOMAS JACKSON.
SHANGHAI—H. M. DEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On Fixed Deposits for 12 months at 5 per cent.

On Fixed Deposits:
For 3 months, 4 1/2 per cent. per Annum.
For 6 months, 5 1/2 per cent. per Annum.
For 12 months, 6 1/2 per cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th February, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE: HONGKONG.

Board of Directors:
Chad Kit Shan, Esq., J. C. Ewens, Esq.,
Chow Tung Shang, Esq., J. T. Lauts, Esq.,
Chief Manager.

GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [15]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tals 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. SCHOTTLANDER,
Acting Manager.

Hongkong, 21st December, 1901. [16]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

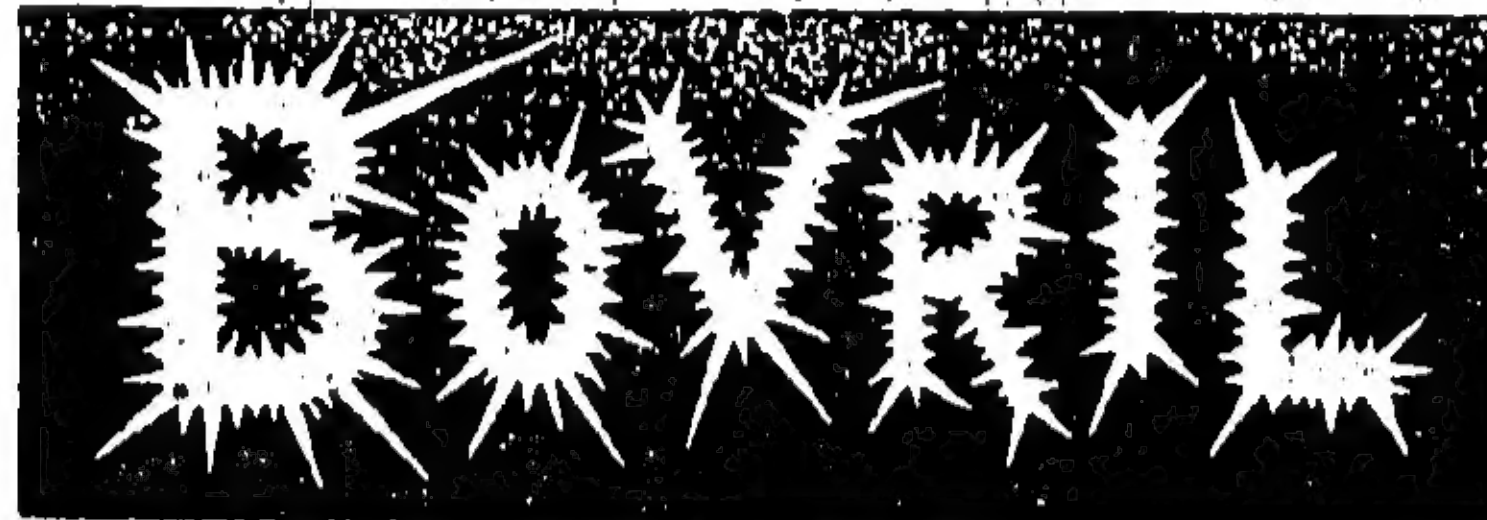
"Were it possible to furnish the market
at a reasonable price, with a preparation of
meat combining in itself the albuminous
together with the extractive principles, such
a preparation would have to be preferred
to *extractions carnis*, for it would contain all
the nutritive constituents of meat. I have
before stated that in preparing the *Extrait*
of Meat the albuminous principles remain
in the residue; they are most nutritive, and
this is certainly a great disadvantage."

BARON LIEBIG.

Discoverer of Liebig's Extract, in
"The Lancet," Nov. 11, 1895.

BOVRIL

Was invented to realise Baron von Liebig's
desire for a meat food that would contain
not only the stimulating properties of flesh
—as all Meat Extracts and Beef Teas do—
but also the nourishing properties of flesh;
which Meat Extracts and Beef Teas do not.
This has been accomplished by first taking
the extractive principles by the Liebig pro-
cess (which is akin to home-made beef tea)
and then adding albumen and fibrine, pro-
cured from the flesh of other oxen roasted
and finely ground to powder; the combina-
tion is Bovril. [287c]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.



THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kura, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yuzukibara and other
Coals.

N. INUZUKA, Manager, Hongkong.

FOR THE RACES.

MOET AND CHANDON'S DRY IMPERIAL VINTAGES 1893 & 1898.

Per case Quarts \$51.00
Per case Pints \$53.00

SOLE AGENTS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th February, 1902. [192c]

GEORGE YOUNGER,
ALLOA.

INDIA PALE ALE.

Telephone
No. 75.

Brewed specially for Tropical Climates.

A perfectly sound light bitter beer.

Per 4 doz. Qts. \$11.00

Per 8 doz. Pts. 14.00

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 25th January, 1902. [192c]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SINGAPORE & } *Muzungu* ... G.W. Cockman, R.N.R. About 21st Feb. ... Freight only.
BOMBAY
LONDON, &c. *Chusan* ... C. L. Daniel Noon, 1st March. ... Freight or Passage.

SHANGHAI *Oriental* ... F. N. Tillard About 1st March. ... Freight or Passage.

(See Special Advertisement).

(Calling at PENANG and COLOMBO if sufficient inducement offers).

PASSENGER SEASON 1902.

FOR MARSEILLES, PLYMOUTH AND LONDON.

DIRECT WITHOUT TRANSSHIPMENT.

S.S. "ORIENTAL" 5,284 Tons 29th March.

S.S. "MALTA" 6,064 Tons 12th April.

For Further Particulars, apply to:

E. A. HEWETT, Superintendent.

Hongkong, 17th February, 1902. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
*HAMBURG WEDNESDAY, 19th February.
*SACHSEN WEDNESDAY, 5th March.
*KIAUTSCHOU WEDNESDAY, 19th March.
*BAYERN WEDNESDAY, 2nd April.
*STUTTGART WEDNESDAY, 16th April.
*KONIG ALBERT WEDNESDAY, 30th April.
*PRINZ IRENE WEDNESDAY, 14th May.
*PRINZ HEINRICH WEDNESDAY, 28th May.
*PREUSSEN THURSDAY, 12th June.
*HAMBURG THURSDAY, 26th June.
*SACHSEN THURSDAY, 10th July.
*KIAUTSCHOU THURSDAY, 24th July.
*BAYERN THURSDAY, 7th August.
*STUTTGART THURSDAY, 21st August.
* Calling at AMSTERDAM. * Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 19th day of February, 1902, at NOON, the Steamship
"HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain E. Beiermeister, with
MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 18th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 18th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [6]

Hongkong, 5th February, 1902.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in
the World.

SUPERVISED BY 32 GOVERNMENTS

Written Business 1901 exceeds \$180,000,000 Gold. Actual Paid for Business 1901 exceeds
\$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date"
policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong.

Hongkong, 1st February, 1902.

Intimations.

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most
reasonable rates.

Hubbuck's Paints and Oils, Hubbuck's Turpentine.
Sir Chas. Price's Compound Engine Oil.
Crane's Cylinder Oil.

"Glenfield" Boiler Fluid. "Zytkara" Boiler Fluid.
American "Valvoline."

Soapstone for Topsides, &c., &c., Boot-topping in two shades.
Daxters All long flax Canvas (the best in the market).

Gourock All long flax Canvas and Grass Bleached Canvas.
Woodberry Canvas and Duck.

Ships Upholstery a speciality, attended to by experienced European Assistants. Any
kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 3rd February, 1902. [732c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled
in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken,
Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN
QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSEN & CO.,

Sole Agents, Hongkong and South China.

[776c]

E. C. WILKS & Co.

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' designs and
Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 2nd November, 1901. [1912c]

Intimations.

ESSETS FLUID

AGAINST THE PLAGUE.

What Pure Carbolic Acid will do in three hours, Essets Fluid will do in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media, and is destroyed by Essets Fluid.

(WATKINS, CHOW-SUI).

These are important results proving the exceptional power of Essets Fluid, in fact, it is far superior to pure carbolic acid of the same strength.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES HALL,

No. 66, Queen's Road Central, Hongkong

FACTORY:—Mason's Lane.

WAI KIN TAI YEUK FONG.

房藥大建威

Branches also at Canton, Shanghai, Hankow and Peking.

Hongkong, 4th February, 1902. [714c]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, ESQ., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, ESQ., R. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance.

\$7.50.....Per Half Year.

or

\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office.

Hongkong, 28th December, 1901. [1413c]

WILLIAM MACLEOD, D.D.S.,

DENTIST.

Beaconsfield Arcade, Nos. 11 and 12, 2nd Floor.

[77d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901. [10]

POWELL'S

HAVE THE LARGEST AND BEST ASSORTED STOCK OF

FASHIONABLE GOODS

FOR THE COMING RACES.

PLEASE CALL AND INSPECT.

Hongkong, 14th February, 1902. [955c]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred" also

"WASHBURNS."

MANDOLINES, GUITARS, STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,

Hongkong, Shanghai & Singapore.

[953c]

Today's Advertisements.

BRITISH NORTH BORNEO. WANTED.

AS POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$80 per mensem. Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN, 17th February, 1902. [206d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING," Captain Davis, will be despatched for the above Ports, on THURSDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 17th February, 1902. [203d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

"PERLA," Captain G. J. Blackland, will be despatched for the above Port, on FRIDAY, the 21st instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamship. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th February, 1902. [204d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. India.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 17th February, 1902. [14]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignee's risk and expenses.

Cargo remaining on board after the 19th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected: Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 17th February, 1902. [205d]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAILONG," Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 18th instant, at 9 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 17th February, 1902. [201d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched for the above Port, the 21st instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th February, 1902. [202d]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th February, 1902. [13]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 17th February, 1902. [53d]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

FOR THE RACES.

CHAMPAGNE,

Jules Mumm & Co. Reims—

as supplied to Imperial and Royal Courts of Europe.

DRY AND EXTRA DRY.

Per dozen Quarts.....\$48.00

Per 2 dozen Pints.....\$50.00

A high class wine, well known to connoisseurs and a favourite at Goodwood and Ascot Meetings, &c.

SCOTCH WHISKY,

Watson's celebrated

E

Blend.

Very old liqueur Scotch Whisky.

Per dozen \$15.00.

COGNAC BRANDY,

of the finest quality.

\$18, \$24, \$30 and \$36 per dozen.

PORT AND SHERRY,

of the finest vintages.

RAINIER BEER,

the finest American Beer in the market.

CIGARS AND CIGARETTES.

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

BIRTHS.

At Fernleigh, Helveland, Kent, on Jan. 9th, the wife of W. G. H. MORRILL, of a son. By mail.

On the 2nd instant, at 7, Logan Road Pinang, the wife of G. M. DUNDAS-MOAT, of a son.

At Heatherley, Inverness, Scotland, on 13th January, 1902, the wife of Staff Surgeon W. G. K. BARNES, M.D., R.N., of H.M.S. *Briton*, of a son.

On 4th January, 1902, at the Garden House Wrethampstead, Herts, the wife of Captain Henry Lynch Talbot, the Commissioner of Police, Federated Malay States, of a daughter.

DEATH.

At Burrelton, Perthshire, Scotland, on the 2nd instant, JAMES MALCOLM LYON.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 17, 1902.

NOTES AND COMMENTS.

Japanese Naval Power as a Factor in World Politics.

The Japanese Naval power is in material represented by a most modern fleet consisting of six of the latest type of battleship in effective condition now aloft, with an aggregate of about \$4,000 tons displacement.

Either of these is above the weight for any opposite number of the Russian, French, or German, ships on the station.

In the cruiser class there are six of the first, ten of the second and six of the third classification.

This enumeration of course leaves out of count all small cruisers, torpedo boat destroyers and torpedo boats.

In taking the valuation of this force in world politics its position with regard to its bases of supply is a main factor, and a fleet of such character as could and would be formed from these elements, resting on its own secure harbour of supply and succour, and only required to operate in its own waters, including those surrounding the coasts of the Japanese Islands proper and Formosa, is unrivalled, with the exception of Great Britain.

Modern steam fighting ships are tied by an invisible cable in their radius of operations, the length of which is equal to one half of their steaming capabilities as represented by their bunker supply of coal.

The limitations as to range of offensive operations that could be undertaken by a modern steam fleet have not been fully illustrated, but sufficient conclusions can be drawn from the experience of Admiral Dewey in the Philippines, and of Admiral Cervera on his route to Cuba, to show that the most effective fighting force afloat is reduced to impotence beyond a rigid line, which is represented by the circumference of a circle, whose radius is half the number of knots that any fighting ship can steam at cruising speed on her own bunker supply of coal.

This hard and fast condition may be more or less modified by coaling at sea from coalliers, but a fleet at sea searching for its enemy and bent on forcing him to fight wherever and whenever could not depend on any system of coal supply from mobile transports.

So vital is this matter that the British Admiralty, in building the great cruisers of the *Powerful*, *Dreadnought*, *Monmouth* and *Cressy* classes have sacrificed gun power and even ammunition, supply to a great extent in order to find bunker capacity, and Great Britain's Admirals have bases of supply scattered all over the globe, but all placed on the great trade routes.

In the event of Naval operations in these eastern seas this inflexible condition would affect the Naval forces of the powers in an easily deducible way. Great Britain acting alone against a single power would have her radius of action confined to a fixed number of knots from Singapore, Hongkong, Wei-hai-wei and possibly Port Arthur, with a cut off at the Suez Canal to all reinforcements of the enemy.

France acting by herself has the centre of her radius at Saigon, or possibly Kwong Chow Wan, Russia from Port Arthur and Vladivostok. Germany from Tsui Chau.

In combination France and Russia would have the radius extending North and South from Kwong Chow Wan and Port Arthur and if Germany was included as an ally against any other combination the coal supply obtainable from Shan Tung.

Any possible combination of continental powers against Great Britain alone, in as much as the far East is concerned, has the extreme danger to run of all lines of supply being liable to be cut, and any number of mailed fists securely tied to their coal supplies might shake themselves in empty air for all the hurt they could do to British interests.

So far we have left out the weight in International politics of the Great Republic; but her position in the Extrem Orient is in naval operations governed by the distance between Honolulu and Manila measured by consumption of coal in her fighting ships. It is scarcely within the bounds of imagination that Great Britain would have to face alone a combination of European powers and the United States of America, the opposite theorem is not so hard to imagine that the English speaking peoples had a league for offence and defence against the growing dominion of all that tells against peace and stability.

Japan holds in the Far East an almost identical position to England in the West, she has the balance of power in these seas. Her fleet acting from its own secure basis of supply of coal and munitions of war is practically invulnerable to the attack of any one or two of the Continental nations. It is said with good reason that the centre of world politics has shifted from the West to the East, and as a weight on a lever is multiplied by its distance from the fulcrum, so is the naval and military power of Japan rendered effective as regards European politics by its base being at the far end of the lever.

France, Russia or Germany were never yet in position alone, or in combination, equal to crushing the British Empire and dividing the spoils, but it is conceivable that under the direction of some masterful personality such as Napoleon's they might have attempted it, at the cost of untold lives, treasure and misery, and their own final undoing. But these futile ambitions have to meet a new set of conditions with the combination of the Mistress of the Seas and the Island Empire of the East.

Bearing in mind the matter of coal supply, it is a fact easily recognized that all the Continental nations have their military and commercial navies in pawn for peace, with the one option of losing them if one or all should be rash enough to disturb this peace.

The Japanese Navy has a most unique advantage in material, of being brand new and with no limiting cloud of traditions hampering the action of the personnel from the Admiral to the stokehold staff—as is the case with the older navies of Europe.

The great final test of efficiency was placed on the Japanese Navy when it was only half formed, and what it was equal to the battle of the Yalu and the naval operations at Port Arthur and Wei-hai-wei is sufficient answer.

REUTER'S TELEGRAMS.

THE ANGLO-JAPANESE AGREEMENT.

LONDON, February 14th.

The Marquess of Lansdowne, speaking in the House of Lords, said that it was England's desire to protect Japan against a coalition, and that by the agreement just concluded we were compelled to aid this friendly Power, whose obliteration it was impossible for us to tolerate. Lord Rosebery warmly congratulated the Government.

CANADA AND THE AGREEMENT.

The Dominion Government has advised the British-Columbian Government that the bills passed last session containing clauses excluding Japanese, will be disallowed unless amended in the coming session.

AUSTRALIA AND THE AGREEMENT.

The Right Honourable Edmund Barton, Prime Minister of Australia, is satisfied with the agreement, and believes that it will benefit Australia. The Press generally approves of the agreement, but Sydney papers believe that it menaces the future of white Australia.

LATER.

RUSSIA AND THE ANGLO-JAPANESE AGREEMENT.

In Russian official quarters the Anglo-Japanese treaty has been received with equanimity, and even satisfaction. Its objects, the preservation of the integrity of China and the independence of Corea, correspond with Russian policy, but if peace is imperilled, Russia will take measures to safeguard her own interests.

LOCAL AND GENERAL.

EXCHANGE remains steady at 1s. 10d.

BAR SILVER has fallen to 25 7/16.

THE BUYING RATE for sovereigns is still \$10.84.

THE FIRE AT TAI-KOK-TSUI has caused damage estimated at about \$50,000.

MUSIC FOR THE PEOPLE.—Next Wednesday being a race day, the Military Band will not play on the Parade Ground in the afternoon.

THE ENGLISH MAIL STEAMER, *Ballaarat*, experienced a rough voyage up from Singapore encountering a strong monsoon and high head seas, which made her a day late with the mails.

FOOTBALL.—To-morrow afternoon on the Happy Valley, in the semi-finals for the Hongkong Football Challenge Shield, H Company, R.W.F., will play A Company, R.W.F. Kick-off at half-past four. Mr. Cooke will referee.

HONOURS FOR SHIPPERS.—On the occasion of the great International Exhibition at Paris, Herr Albert Ballin, director-general of the Hamburg-American Steamship Company, has been named Officer of the French Legion of Honour, and the same distinction has been awarded to Dr. Wiegand, director-general of the Norddeutscher Lloyd at Bremen.

THE 1902 CHRONICLE AND DIRECTORY for China, Japan, Strait Settlements, Indo-China, Philippines &c. is now out of the press, and can be obtained from the publishers, the *Hongkong Daily Press*. It contains nearly 2000 pages of useful information together with maps, and should be found not only in every office but in many of the households throughout the Far East.

THE BOWLING CLUBS CONCERT on Saturday evening in their prettily decorated rooms in Wyndham Street went with a swing and was thoroughly enjoyed by many members and friends. Mr. H. Humphreys presided and a capital programme of instrumental and vocal items, including selections by the R. W. F.'s Band, was gone through. Pressure on our columns prevents us from giving an extended account.

HONGKONG VOLUNTEERS AT THE CORONATION.—The following are the names of those who, so far as arranged, will be asked to represent the Hongkong Volunteer Corps at the Coronation.—Sir John W. Carrington, C. M. G.; Captain Sanders, "A" Co.; Captain Forbes, "D" Co.; Nicholson, "A" Co.; Lieutenant Stewart, "C" Co.; Sergeant Hart, "B" Co.; and Gunner Warren, F. B. Sir John Carrington and Lieutenant Stewart are at present at home, while the others mentioned are going home on leave shortly.

COTTAM & CO. PLAIN HATS for the RACES.

COTTAM & CO. NEW HATS for the RACES.

COTTAM & CO. DENTS DRIVING GLOVES for the RACES.

THE RETURNS OF VISITORS to the City Hall Library and Museum for the week ending 11th February, shows:—

	Library.	Museum.
Non-Chinese.....	157	62
Chinese.....	69	9,708
Totals.....	170	9,770

HI-YAH.—At Sukabumie, in west Java, the Chinese have started a society which has reached a membership of one hundred. The members bind themselves to cut their queues off at a date to be fixed. Those who break their word will become liable to a fine of 500 guilders each.

ELECTION EXPENSES, FOURPENCE.—They may conduct some of their civic functions on a grandly expensive scale in the City, says a London journal, but they are absurdly economical in some matters. A candidate has expenses at an election for the Common Council, and they amount to the large sum of fourpence.

PRIVY COUNCILLOR KRUPP, proprietor of the famous Krupp Ironworks, has presented a sum of half a million marks to his workmen's pension fund as a New Year's gift. It is expected that a similar sum will be presented to the fund of the clerical staff. Are they Anglophobes in Essen?

SYMPATHY AND CONGRATULATIONS.—A supplement to the *London Gazette* was issued recently containing addresses and resolutions expressive of sympathy with the King and the royal family on the death of the late Queen and congratulations to the King upon his Majesty's accession. The list occupies about 90 closely-printed pages of the *Gazette* and the addresses number something like 10,000. (One can hardly wonder that it has taken the Home Office nearly a year to catalogue them.) It is expressly stated that the list does not include telegraphic messages.

WAS THE OATH NECESSARY?—A curious point was raised at the North London Police-court the other day in a case of alleged desertion. On behalf of the prisoner, a young Shoreditch engine-cleaner, it was urged that he was not a deserter, because though he signed an attestation paper and went into a room with a number of recruits for the purpose of being sworn in before a magistrate, he repented at the last minute, and putting his Testament down without kissing it, left the room. Mr. Chapman said he should remand the case for the point to be argued whether the man was a soldier or not.

THIRTY THOUSAND RIFLEMEN.—By the time of the annual meeting of the National Rifle Association next month, it is hoped that there will be a membership roll of nearly thirty thousand riflemen in the clubs affiliated to the association. Already the numbers are in excess of twenty-seven thousand, while the clubs have reached a total of two hundred. The recent Volunteer regulations are said to have provided a fresh stimulant to the rifle club movement, and in the metropolitan area, in particular, a great many men who are unable to fulfil the conditions of the new regulations have left the battalions and joined the various shooting clubs.

PRINCE EDWARD AT LESSONS.—Little Prince Edward of Wales is already showing a delightful sturdiness of character. He has a profound dislike for arithmetic, and shares the opinion of the bard who laid down the axiom, "Multiplication is vexation." Many times (says the "Tatler") has the future King of England been "put in the corner" owing to this; and recently, when he saw the hated preparation of slates and arithmetic book being made to start the day's lessons he arose from the table with a sigh for the impending inevitable catastrophe, and said quietly to his tutor, "I don't think I'll do 'arithmic to-day, I think I'll go in the corner again instead, if you don't mind." And he marched away like a soldier under arrest, leaving a very bewildered tutor in the rear.

THE ELECTRIC RAILWAY to Brighton is to cost £12,000,000. The promoters of the Bill have only deposited their bill for introduction into Parliament next session. It comprises 53 clauses, proposes to confer powers on the company to construct a practically straight line of railway, 45 miles 33 chains in length, from a point in the garden of 37, Ranelagh-rd., Pimlico, to a house now forming part of St. Mary's Home, in Queen's-square, Brighton. The promoters of the scheme named in the bill are Sir Henry Knight, Sir William Treloar, Mr. F. E. Barnes, J.P. and Mr. Harding Cox. The share and loan capital proposed to be created by the company is fixed in the bill at £12,000,000, of which £9,000,000 will be raised by the issue of 900,000 £10 shares and £3,000,000 by the creation of debenture stock.

GENERAL SIR GEO. DIGBY BARKER, who has been Governor of the Bermuda since 1896, will shortly retire from active service and is expected home in the course of a few months. General Barker, it is hoped, will take up his residence on the family estate, the "Priory," Clare, where he will be sure to receive a hearty welcome. On November 22nd, the General welcomed at Hamilton, the capital of Bermuda, the 2nd Battalion of the Royal Warwickshire Regiment, and in the course of a speech which he made on the occasion, he intimated that in a few weeks he should retire from the Army, after close upon 50 years' service. Gen. Barker's career has been a distinguished one. He served the Persian campaign of 1857, and during the Indian Mutiny (1857-58) he took part in the battle of Cawnpore and the defence and capture of Lucknow. In 1890-95 he commanded the forces in China and Hongkong, and in 1895 was given the rank of Lieutenant-General. The good folk of Clare will no doubt be delighted at the prospect of having their distinguished townsman among them once more.

TREASURE HUNTERS' VOYAGE.—The schooner *Blakeley*, with a crew of treasure-seekers, sailed for Cocos Island on the 6th ult. on a search expedition, it being reported that great wealth is hidden there.

NAVAL APPOINTMENT.—The following appointment has been made at the Admiralty: Captain E. G. Robinson, to the *Tamir*, as commodore, second class, and naval officer in charge at Hongkong in date Feb. 10.

ONE MILLION GUINEAS.—The Wesleyan Methodist Church has all but achieved success in its efforts to raise one million guineas for extending the denomination's machinery. The great simultaneous collection realised some £65,000—almost exactly the sum which was subscribed at a single Free Trade meeting in Manchester 60 years ago. Apparently the Fund is still £50,000 short, but there is to be no further public appeal.

WEAKNESS OF THE CHINA SQUADRON.—Amongst the ships which should be completed in the present year are the *Vengeance*, two or three of the *Duncan* class, all the *Cressy* class, except the damaged *Euryalus*, two or three of the *Drake* class, and several of the *County* cruisers. All these ships are armoured, and with them at our disposal it should be possible to remedy the weakness of the China squadron without diminishing our forces in European waters.—*L. & C. Express.*

THE SHAH OF PERSIA leaves for England about the end of March for the Coronation, after which he will go to a Continental watering-place, probably Marienbad. It will be recalled that on the occasion of his last sojourn in Europe (1900) the Shah, who was then in Paris for the exhibition, contemplated coming to London, but deferred his visit at the last moment, partly owing to a Royal British hereafter, and partly to the attempt on his life in the French capital.

THE CORONATION. It is announced at Washington, says a Reuters telegram, that Mr. Hay, Secretary of State, has selected the following to represent the United States at the Coronation of King Edward:—Special Ambassador, Mr. Whitelaw Reid; Representative of the Army, Major-General J. H. Wilson; Representative of the Navy, Captain Charles E. Clark; three secretaries, Mr. I. Pierpont Morgan, junr., Mr. Edmund Lincoln Baylis, and Mr. William Wetmore, will accompany the mission.

THE "A" MACHINE GUN COMPANY. Hongkong Volunteers, held their carbine competition for February on the Tai-Hang Rifle Range on Saturday and Sunday. Sgt. J. D. Danby scored a win in the No. 1 Cup and also contributed the best score towards the No. 2 Cup. Gunner C. G. Danby scored his first win on the No. 3 Cup, and Sergeants Danby and Plummer, Corporal Libaud and Gunner Danby each won spoons. A Spoon Competition at the dispenner targets was held on Sunday, when Gunner C. H. P. Hay returned the best score with five hits out of seven shots, a very good performance. Gunner Danby and Corporal Edwards each scored three hits.

BOXER COSTUMES. There are few people in London who have seen the Boxer costumes, but three of the garments have been presented by Colonel T. A. Le Mesurier to the Museum of the United States Institution. One, a pair of trousers, is just like a small tablecloth of red, pink, and other hues, and like Chinese clothes, until tied round the limbs does not assume the shape of trousers. Another garment is a vermilion-coloured coat and a third is a similar garment of brown material trimmed with black velvet, and sleeveless. All are covered with strange designs and Chinese characters. There may also be seen in the Museum three ponderous Chinese swords enclosed in enormous scabbards, and a number of arrows.

THE HONGKONG BANK ROBBERY.

SENSATIONAL DEVELOPMENT.

It will be remembered that in our edition of Friday last we reported that Wong Hoi Pang, who was a trusted shroff in the local branch of the Hongkong and Shanghai Banking Corporation, had pleaded guilty at the Magistrate before Mr. F. M. Hazeland, to the larceny of \$20,355.61 the monies of the Bank, or of Lau Wai, Chun, their comrade. At the time that the money was stolen it was considered the Bank would not as a matter of fact, lose a single cent, as the security given was more than sufficient to cover the amount of the loss. Since then affairs have taken a different and a tragic turn, for Wong A. Hang, who was an uncle of the defaulting shroff and who was surety for his nephew for any amount, has committed suicide. The deceased, who was a comrade in the employ of Messrs. Melchers and Co., of Prince's Building, left the office on Friday evening and took a small steamer leaving for Macao. When off Lappa it appears that he jumped overboard and was drowned. It is rumoured that the total amount of the defalcations is about \$55,000 though on the charge sheet the total larceny was stated to be \$20,355.61. We were unable to glean any further information at the Bank this afternoon, beyond the fact that they deny that the shroff embezzled such a large sum as \$50,000.

THE MERCANTILE MARINE.

The Secretary of the Southern Rise Committee asks us to point out that our evening contemporary erred on Saturday last in saying that:—

"The recent Singapore dispute, although settled to the entire satisfaction of the men, could not be taken as a basis for the demands now made, because the increase there granted only placed the men on a similar footing to their fellows on the Chinese coast, who had long enjoyed a higher rate of remuneration."

We are told that the scale of pay for mates in Singapore is now considerably above that on force on the China Coast and that the rise asked for, taking into consideration the higher prices prevailing here, would only place the 'China Coast' mates on an equal footing with their Singapore brethren.

COTTAM & CO. THE RAGLAN OVER-COAT FOR THE RACES.

TRAINING NOTES.

The following times were made over a heavy course:—

Golden Bell, 1 mile last	34	1.07 1/2	1.36
My Lady, 1 mile	36	1.07	1.40
Climbing Rose, 1 mile	32	1.04 1/2	1.36 1/2
Witbold, 1 mile	33	1.03	1.32 1/2
Glorv, 1 mile	31	1.04	1.34
Vanity, 1 mile	34	1.04	1.34 1/2
Nightmare, 1 mile	32	1.04	1.32 1/2
Ichiban Punch, 1 mile	31	1.04 1/2	1.31
Gipsy Queen, 1 mile	33 1/2	1.04 1/2	1.37
Billieva, 1 mile	32	1.04 1/2	1.32 1/2
Racker, 1 mile	34	1.04	1.32 1/2
Audace, 1 mile	32 1/2	1.04 1/2	1.31
Coronet, 1 mile	29	1.03	1.31
Silver Spur, 1 mile	29	1.03	1.31
Lorna Doone, 1 mile	29	1.03	1.31
Yellow Rose, 1 mile	32	1.03	1.34 1/2
Iron Duke, 1 mile	40 1/2	1.14 1/2	1.50 1/2
Marida, 1 mile	34 1/2	1.04 1/2	1.36
Sweet William, 1 mile	35 1/2	1.07 1/2	1.47
Ivy Canter, 1 mile	32 1/2	1.04 1/2	1.36 1/2
Bramble, 1 mile	32 1/2	1.04 1/2	1.36 1/2
Bay Ronald, 1 mile	32 1/2	1.04 1/2	1.36 1/2
Sea Breeze, 1 mile	32 1/2	1.04 1/2	1.36 1/2
Messenger Boy, 1 mile last	32 1/2	1.04 1/2	1.36 1/2
Black Snake, 1 mile	30	1.00 1/2	1.30
Hyacinth, 1 mile	41	1.18	1.52 1/2
Merry legs, 1 mile	41	1.20	1.55
Pansy, 1 mile	38 1/2	1.16	1.53
Sai, 1 mile	37 1/2	1.12 1/2	1.58 1/2
Disgust, 1 mile	37 1/2	1.12 1/2	1.58 1/2
Rare Rose, 1 mile	35 1/2	1.11	1.46 1/2
Queen Rose, 1 mile	34 1/2	1.10	1.45
Carnation Rose, 1 mile	34 1/2	1.10	1.45
Bourbon Rose, 1 mile	33 1/2	1.07	1.44 1/2
Rebel King, 1 mile	33 1/2	1.07	1.44 1/2
Robber King, 1 mile	33 1/2	1.07	1.44 1/2
Sinbad, 1 mile	33 1/2	1.07	1.44 1/2
Selected Rose, 1 mile	33 1/2	1.07	1.44 1/2
Pandur, 1 mile	38 1/2	1.14	1.48 1/2
Nutherry, 1 mile	38 1/2	1.14	1.48 1/2
Mortuus, 1 mile	38 1/2	1.14	1.48 1/2

AT THE MAGISTRACY.

February 17th.

Gr. Michael Callaghan, R.A., Victoria Barracks, unlawfully refused to pay a ricksha hire and forfeited \$10 and 50 cents compensation. Demetriy, of the Russian warship *Variag* paid \$5 compensation for breaking a show case in a shop in Queen's Road Central, and a fellow-lar, named Fysoft, behaved in a disorderly manner in Queen's Road East and left the court minus \$3.

James Faulkner, a marine engineer, stowed himself away on the steamer *Albatross* at Vancouver, and as he could not pay a fine of \$100, he went to gaol for a month.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The eighteenth ordinary meeting of the Hongkong Rope Manufacturing Company, Limited, was held this morning at the offices of the Company, Des Voeux Road, Mr. R. Sheehan presiding. There were also present Messrs. H. P. White, A. J. Raymond, D. E. Brown, (Directors), R. C. Wilcox, Fung Wa Chun and R. Henderson.

The Chairman said:—Gentlemen,—The Report and Accounts having been in your hands for some days we will follow the usual custom and consider them as read. As we have pointed out in the Report, the profit earned is considerably less than it was last year, the falling off being accounted for by the high price at which hemp has ruled during the year, the effect of which has been to allow very much adulterated and low cost rope to be used in certain markets where we were formerly able to sell at a good margin of profit—to meet this competition we have been obliged to reduce our price to the same level as that of our competitors which in some cases has left no margin of profit at all. The price of Hemp, which kept at an extraordinary height throughout the year, is at the present moment still higher and as there seem few indications of a fall in the immediate future we can but look forward to a further curtailment of our sales, the cost of Manila rope having now reached a point that makes it practically prohibitive for some purposes, while for others it has now become more economical to use wire rope or Russian hemp cordage. The great change that has come over the condition of things in the Philippines has caused us to again consider the prospects of a branch factory over there. For this purpose we sent over Superintendent, Mr. Klinck, who formerly managed a Rope Factory at Manila and is familiar with the country and the people, to study the question, but his report has only confirmed us in the opinion we previously held that, as compared with a factory here, the disadvantages over there far outweigh the advantages. The question of labour is of course much in favour of works in China where the best labour in the world is cheap and plentiful, but that is not all, the initial cost of a factory to-day would be at least four times as much as ours, which was built nearly 20 years ago when land was cheap and when machinery could be imported at a rate of exchange which laid it down here at half what it would cost to-day. Hongkong too is the finest distributing centre in the world, there being few places of importance we cannot reach by a direct steamer. The only advantage that we can see that there might be in manufacturing in the Philippines is the chance of buying hemp on the spot a little cheaper than we can, but this would be very slight indeed. We are only 48 hours' steam from Manila and as hemp is always fluctuating the element of gambling comes in, and to obtain the lowest prices is as much a matter of chance as good judgment. I have gone into this question at some length in order to satisfy you that we are not ignoring the idea of an opposition establishment being started over there and to explain to you as clearly as I can the reasons for the conclusion we have come to. Should opposition come we are fully prepared to meet it, but I can honestly say that I think it would be a very ill advised venture. Although our business has increased, it has not done so very rapidly but has been the growth of many years. At the present time the consumption of Manila rope is checked and is actually falling off, owing to its high cost, nearly three times as much as it was a few years ago, and it will be a long time before the demand overtakes our present output, which as you know was only last year increased by the addition of new machinery to nearly half as much again. I may here mention that our factory resumed work this morning after having been shut down since 14th December, an interval of 9 weeks. If therefore, we ourselves have to shut down from time to time through our inability to find markets for all we can make, I think it is very clear that there is no room at present for others in the trade. Before I move the adoption of the Report and Accounts I shall be pleased to answer any questions you may wish to put. As there are no questions I beg to move that the Report and Accounts as presented be passed and adopted.

Mr. Wilcox—I have much pleasure in seconding the adoption of the Report and Accounts.

The motion was carried.

CONSULTING COMMITTEE.

Mr. Fung Wa Chun—I beg to propose the re-election of Messrs. Raymond, White and Brown as members of the Consulting Committee.

Mr. Wilcox—I beg to second that.

The motion was carried.

AUDITORS.

Mr. Brown proposed, and Mr. Raymond seconded, and it was agreed that Messrs. T. Arnold and F. Henderson be re-elected auditors.

The motion was adopted.

The Chairman—That is all the business, gentlemen. I am much obliged to you for your attendance. The dividend warrants are now ready.

FOOTBALL.

H.K.F.C. vs. H.M.S. *Terrible*.

BLUE JACKETS WIN.

This match was played on the Happy Valley last Saturday and the result came as an unexpected surprise to many. The Navy men played well and were conspicuous in their fine passing throughout the whole of the game. There was a large attendance of spectators, including many ladies, and everyone appeared to thoroughly enjoy the game. The *Terribles* kicked off at 4.25 with the slope of the field in their favour and a stiff breeze against them. After some very fine passing the ball was forced into the Club's territory from where Russell managed to get it away to Clarke, who endeavoured to slip along the wing. He was quickly pulled up and, after further tussling, Holding got in the first goal for the Navy. The game then became very fast and several instances of the Club's smart passing were witnessed, with the result that they got the ball down the field and went very near scoring. Afterwards Holding and Jones got possession and broke away, but found Russell invulnerable. Boner was called upon to 'save' and the Club again endeavoured to equalize by a combined run down to their opponents' goal and a shot for the citadel, which was cleverly cleared. The ball was returned to the centre and the *Terribles* slipped away. Jones sent in a hot shot, Kew sprang up and put it out, but the referee decided the ball had passed the posts and the goal was allowed. The Club braced up a little and Lowe got possession and went away, but his shot for a point was frustrated by the goal-keeper. Then the bluejackets swept the field and had the game in their own hands, so that by half-time Danzey had notched their third goal, while the Club's total remained at nil. Upon resuming the *Terribles* again got possession and Jones did some fine work, despite the heavy men against him. On one occasion he just topped the cross bar and was loudly applauded for the capital effort. More quick passing by the Club followed, matters for a time and at length their place was rewarded by Danby putting in a clinching shot, thus securing the first and only goal for the Club.

Result—H.M.S. *Terrible*..... 3 goals
H.K.F.C. 1 goal

The following were the teams.

H.M.S. *Terrible*.

Goal—L. Robinson; Backs—J. Harney, J. Perlet; Half-Backs—W. Jones, D. Whyt, T. Otty, Forwards—J. Sails, J. Jones, F. Holding, R. Denzey, F. Butler.

Hongkong Club.

Goal—C. T. Kew; Backs—W. H. Russell, C. B. MacDonald; Half-Backs—L. C. Ross, J. W. C. Bonnar, L. L. Jenkins; Forwards—W. W. Clarke, J. D. Dandy, D. W. Graham, L. E. Lee, Capt.—A. J. Lome.

Mr. R. Cook was the Referee.

NOTICE OF REMOVAL.
We have this day REMOVED to our New Premises in PRINCE'S BUILDINGS, 100 House Street.
MITSUI BUSSAN KAISHA.
Hongkong, 12th February, 1902. [184d]

Intimations.

RACE HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on WEDNESDAY, THURSDAY and FRIDAY, the 19th, 20th and 21st instants, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BERINDOQUE, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER, Acting Manager.

For the RUSSO CHINESE BANK, J. W. R. TAYLOR, Manager.

For the GUARANTY TRUST CO. OF NEW YORK, N. G. EVANS, Acting Manager.

Hongkong, 14th February, 1902. [195d]

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on WEDNESDAY, THURSDAY and FRIDAY, the 19th, 20th and 21st instants.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LD. and General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS, Secretary.

For the NORTH-CHINA INSURANCE CO., LD., W. H. PERCIVAL, Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED.

W. H. RAY, Secretary.

For the YANOTSE INSURANCE ASSOCIATION, LIMITED.

SHAW, TOMES & Co., Agents.

For the CHINA FIRE INSURANCE CO., LD., GEO. L. TOMLIN, Secretary.

Hongkong, 15th February, 1902. [197c]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1901, at the Rate of ONE POUND and TEN SHILLINGS together with a Bonus of TEN SHILLINGS STERLING per Share of \$125 is PAYABLE on and after MONDAY, the 17th February current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 15th February, 1902. [198d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 17th February, 1902, at 12 o'clock (NOON), to receive a statement of accounts to 31st December, 1901, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from 10th to 24th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 31st January, 1902. [193d]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the OFFICE of the Company, No. 4, Queen's Buildings, on SATURDAY, the 1st of March, 1902, at 12 o'clock (NOON), to receive a statement of accounts to 31st December, 1901, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from 15th instant to 1st March, both days inclusive.

J. WHEELLEY, Manager.

Hongkong, 12th February, 1902. [186d]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 6th day of March, 1902, at 12.30 P.M. to receive a Statement of Accounts to 31st December, 1901, and the Report of the General Managers and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 5th March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong Fire Insurance Co., Limited.

Hongkong, 2nd February, 1902. [197d]

Notice of Firm.

MITSUI BUSSAN KAISHA, HONGKONG BRANCH.

NOTICE OF REMOVAL.

We have this day REMOVED to our New Premises in PRINCE'S BUILDINGS, 100 House Street.

MITSUI BUSSAN KAISHA.

Hongkong, 12th February, 1902. [184d]

Intimations.

RACE HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on WEDNESDAY, THURSDAY and FRIDAY, the 19th, 20th and 21st instants, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BERINDOQUE, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER, Acting Manager.

For the RUSSO CHINESE BANK, J. W. R. TAYLOR, Manager.

For the GUARANTY TRUST CO. OF NEW YORK, N. G. EVANS, Acting Manager.

Hongkong, 14th February, 1902. [195d]

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on WEDNESDAY, THURSDAY and FRIDAY, the 19th, 20th and 21st instants.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LD. and General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

but failed to convince his hearers of the probability of that event taking place with reasonable celerity. For when it came to discussing the war—the bone of contention between the two classes of Liberals—Sir Henry observed that he spoke for the bulk of the party when he said that the "Settlement must be by assent and not by force, by negotiation not by subjugation," and concluded that "assent or subjugation formed the cardinal difference between Liberalism and the present government." This pronouncement is only of meaning when the speaker has defined his terms. When the Boers announce their assent to the British minimum requirement—complete annexation—and sue for negotiations to bring the war to an end on that unalterable basis, all question of subjugation will automatically pass away. Lord Rosebery no doubt is in favour of such a termination—so also is the Government—Sir Henry and his friends were alone supposed to be of a contrary opinion. But if he means that Lord Kitchener should gain make overtures to Botha and that we should whittle away our just demands to obtain the "assent of the Boers to a cessation of hostilities" (till such time as they are ready to begin again); then Lord Rosebery according to his own explanation is by no means at one with Sir Henry Campbell-Bannerman, and the country is opposed to him with practical unanimity.

MR. ASQUITH'S SPEECH
at Hanley on Tuesday, had also unity for its subject. He appealed to Liberals "to take advantage of an opportunity which might not soon recur for restoring the unity and energy of the party." The basis of this restoration, Mr. Asquith took to be the Chesterfield speech "upon which alone a united Liberal party could be founded." And just in those very words Mr. Asquith laid his finger on the point which makes unity impossible. The Liberal Party must cast the skin of Anti-British fanaticism, before it can hope to assume its old role in the Empire, and no amount of talk can effect a genuine and lasting alliance between those who differ only in detail, until the section led by Messrs. Lloyd George, Labouchere and Stend (not to mention nominal leaders) is left out of the compact. No one seems quite clear what the various Liberal chiefs meant by their several deliverances, and for that reason the session which will translate their words into action, promises to be specially interesting. One comment on the "two lobbies" remark is really useful. If a third party is an impossibility, where does Sir Henry and his little following of Pro-Boers come in? The majority of the Liberals are loyal and rightly claim to be His Majesty's Opposition in search of a leader. On his own showing, Sir Henry's party must disappear.

MR. CHAMBERLAIN'S REPLY
to Count von Bulow's astounding rebuke, last week has received the approval of nine in every ten Englishmen. It was suggested in more than one quarter that the German statesman desired to provoke a diplomatic quarrel for reasons of domestic policy. Certainly this is an explanation of what would otherwise seem to be an inconceivable branch of international good manners, such as Mr. Chamberlain has never approached. The promptitude with which the Colonial Secretary retorted and the indignation manifested throughout the Empire at the insult offered to England through her minister, evidently caused some surprise on the Continent, and the first effect was visible when Count von Bulow censured a deputy in the Reichstag for attacking Mr. Chamberlain, the British Army, and the conduct of the war. The tone of the foreign Press, so far as it is possible to judge in this country, where only a few Continental papers are in circulation, has appreciably moderated since it has been discovered that Great Britain and her Colonies resent, as one nation, any impertinence officially addressed to her statesmen. Mr. Chamberlain's position is at this moment stronger than it has ever been before.

It appears probable that
"COLL" LYNCH
will not after all take his seat in Parliament. A warrant for his arrest, should he set foot on British soil, was issued last night, and the rebel member will therefore place discretion before valour, and remain in Paris. It is understood that action will be taken against him in the House of Commons, by one of the Secretaries of State.

Another apparently trifling move by a person of no special distinction may bear important fruit during the coming session. Lord Hennessy in resigning the Vice-Presidency of the Liberal Unionist Council, and his membership of the Association, called the attention of his fellow members to the advantages which would accrue from the abolition of the Liberal Unionists as a party. The cause for which they stood no longer existed—Home Rule had been killed by their alliance with the Conservatives, and was no longer regarded as within the sphere of practical politics by any responsible statesman. Under these circumstances, in Lord Hennessy's judgment, it would be only patriotic to

DISSOLVE THE PARTY,
as a separate entity, thus enabling all Unionists to either swell the Conservative organization, and leave it with Liberal ideas, or else to join Lord Rosebery and enable him to construct an Imperialist Liberal party which should maintain the traditions of the years before 1886. Practically the Unionists have already merged themselves, but the abandonment of a separate nomenclature and organization will not be without political effect. The step, though probable, is not yet finally determined upon, the assent of Mr. Chamberlain, the Duke of Devonshire and others being still awaited.

The last
CALL FOR VOLUNTEERS
is not receiving much of a response, and that for a very obvious reason. The discrepancies

GIRAUULT, the most delicate of delicacies and the choicest morsels for the table.

n pay rates is a positive scandal, and so officers assert, is affecting recruiting for the Army and Militia most disastrously. Thus, at this moment, the Government are asking for more Yeomanry and more Volunteer reliefs, to take the place of those Volunteer companies which have been at the front over a year. To the former is offered pay which varies according to rank from 5/- per day for ordinary privates to 10/- for a sergeant-major, with other commensurate advantages. To the Volunteer, on the other hand is tendered pay and allowances, as in the Regular Forces, which in a country where bread for example is 2/- a loaf, does not leave much margin for supplementing the scanty rations with such delicacies as soldiers usually expend their money on. There are plenty of men willing to serve the country with their lives, but they naturally prefer to enlist in the Yeomanry. These inequalities are causing great discontent among the rank and file in garrison towns, whose voice will probably be heard when on the return of the South African Force, the Army is thinned by the loss of all its time-expired veterans and the called-up Reservists.

THE WEST INDIES.
It is stated that at last the Cabinet is about to make a move to avert absolute ruin from our West Indian Colonies, which have been staring bankruptcy in the face for some time past, owing to the unwillingness of the home authorities to impose countervailing duties upon bounty-fed foreign sugars. Mr. Chamberlain has, however, been working hard to obtain this protection for the staple industry of the West Indies, and it is probable that when the Brussels Conference reassembles next week, the British delegates will be empowered to threaten the countervailing duty, (which will moreover be imposed) unless the illegitimate competition be withdrawn. Colonialists have believed that it was sheer ignorance and ignorance which has hitherto restrained the Government from that action for which, the parlous condition of the Colonies cried aloud long ago, but in this they were mistaken. The Ministry has heard and grasped in a measure—for only those who have lived in Greater Britain understand fully the needs and sentiments of our smaller ill-represented Colonies—the extent of the misery caused to the West Indies by the competition of bounty-fed sugar, and they have desired to remedy the grievance. But the mineral waters manufacturers at home have always agitated against any countervailing duty, which by putting up the price of sugar would, they say, ruin their trade, and the nearer voice being louder and representing votes, has prevailed.

Now however, the recurrence among West Indians of a desire for annexation to the United States, and the prospect of a population of half-a-million being thrown upon the charity of the State in a condition of destitution, has induced a fairer view of Imperial obligations and better times appear to be in store for the Islands. Incidentally it is worth noting that American trade is slowly ousting British commercial enterprise in that part of the world. From an Indian tea-firm I hear that the greater part of the still remaining CHINA TEA MARKET will be captured by the Indian and Ceylon trade this year. It is surmised that by 1903 China will have sufficiently recovered from the recent troubles to ship the usual quantities, and that it is therefore now or never. A determined effort is to be made this season, in anticipation of the expected recovery. I have on past occasions alluded to the difficulty experienced in obtaining China tea in London—apparently another market is also insufficiently supplied. A Frenchman informed me not long ago, that in France he never drank tea, because the only kind he liked was Chinese and that could not be obtained without endless trouble. Personally I never drank tea in France, but I have known many foreigners express a liking for the China brand when they tasted it in England.

A very interesting article on
CHINESE FINANCIAL AFFAIRS
appears in the Times of yesterday. The writer states, with apparent approval, that the Chinese Government is anxious to obtain the consent of the Powers to an increase of from 10 to 15 per cent. in the Maritime Customs duties; the abolition of *likin* being offered as a *quid pro quo*. The fact that this increase will fall chiefly on Great Britain does not appear to weigh in the eyes of this critic against the advantage of free transit through the country—which would also chiefly affect us, as long as the balance of trade is with us against all other foreigners. The same article points out what has been overlooked in this country up till the present time—that the fall in silver presses very hardly on the Chinese Government, in the matter of settling claims for indemnity. Many of the creditors will receive more than they lost even now, and of course correspondingly more the lower silver falls. This is manifestly unjust to the Chinese Government, which may rightly be called upon to make good losses due to the Boxer outrages, but ought not to be compelled to enrich foreigners, who will then lose the restraint of self-interest in maintaining an inoffensive attitude towards natives.

Mr. Parker has just published a particularly bright and unassuming volume about
THE CHINESE PEOPLE
based entirely on personal observation and experience. He tries to paint the native for readers who have never visited the East and whose conceptions of the Celestials are very far from even approximating the truth.

To Chinese folk, the book is most interesting and, though political problems are not much discussed, few people will find nothing instructive in its pages. As those who know Mr. Parker would naturally expect, he is not entirely favourable to missionary enterprise in China, though he pays well-deserved compliment to the Jesuit Fathers, who for the most part are men specially selected for the skillful handling of a logical and acute race like the Chinese, in whose hands the earnest, true but too often moderately-educated Protestant is apt to find himself helpless. Mr. Parker thinks we have little to fear from France or Germany, for his knowledge of native opinion has taught him that John Chinaman likes and trusts the Englishman, is not wholly unfavourable to the Russian, but has little regard for other foreigners. But then Mr. Parker is an optimist!

GIRAUULT, CRYSTALLIZED FRUITS, ROSE, MAROONS, GLACES a most splendid assortment.

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.
Hongkong, 7th December, 1901.

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.
The most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

Intimations.

GUARANTY TRUST COMPANY OF NEW YORK.
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,644,514
TOTAL \$6,644,514
Head Office, NEW YORK.

Directors:
Samuel D. Babcock, President.
George F. Baker, Vice President.
August Belmont, 2nd Vice President.
George S. Bowdoin, Foreign Manager.
Frederic Cromwell, Secretary.
Walter R. Gillette, Treasurer.
E. H. Harriman, R. C. Newton, Assistant Treasurer.
R. Somers Hayes, Trust Officer.
Charles R. Henderson, F. W. Vanderbilt.
Harry Payne Whitney.

London Committee:
Arthur John Fraser, (Chairman).
Donald C. Halderman.
Honorable Levi P. Morton.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.
R. C. WYSE, Manager.

London Bankers:
PARR'S BANK, LIMITED.
A BRANCH of above Company has been established at No. 4, DES VŒUX ROAD, Hongkong, for the Transaction of Banking and Exchange Business.
Hongkong, 31st January, 1902. [188]

HONGKONG JOCKEY CLUB.
RACE MEETING, 1902.
WEDNESDAY, THURSDAY AND FRIDAY, the 19th, 20th and 21st February.
TICKETS OF ADMISSION TO THE GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD. Price 5/- for the Meeting.
Tickets for the Day may be purchased at the Gate, Price 2/- each.
No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.
T. F. HOUGH, Clerk of the Course.
Hongkong, 13th February, 1902. [189]

HONGKONG JOCKEY CLUB.
THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 19th, 20th and 21st instants.
An Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets.
All Tickets must be produced to gain admission.
T. F. HOUGH, Clerk of the Course.
Hongkong, 13th February, 1902. [188d]

HONGKONG JOCKEY CLUB.
NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Day without Tickets, which can be had on application to the Undersecretary.
T. F. HOUGH, Clerk of the Course.
Hongkong, 13th January, 1902. [189d]

BRITISH NORTH BORNEO.
WANTED.
AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to
DIRECTOR OF PUBLIC WORKS, SANDAKAN.
2nd February, 1902. [191d]

WANTED.
IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house.
Apply to
"F.E.S."
C/o H.K. Telegraph Office.
Hongkong, 25th January, 1902.

WANTED.
ST. JOSEPH'S COLLEGE, HONGKONG.
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 2nd November, 1901. [191d]

Mails.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU F. Davis	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Feb., at Daylight.
KAGOSHIMA MARU K. Kori	MOJI, KOBE and YOKOHAMA	MONDAY, 24th Feb., at Noon.
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via MOJI, KOBE and YOKOHAMA	THURSDAY, 27th Feb., at 4 P.M.
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 27th Feb., at 4 P.M.
AWA MARU W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 28th Feb., at Daylight.
KUMANO MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Feb., at Noon.
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 28th Feb., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 13th February, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.
FOR VICTORIA, B.C., and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Duke of Fife	3,821	J. S. Cox	Feb. 22
Tacoma	2,811	A. Dixon	Mar. 8
Victoria	3,502	J. Pantou	Mar. 15
Brachar	3,601	W. Watt	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 28th January, 1902. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th February, 1902, at 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY; This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 8th March, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 23rd February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
P. DE CHAMPMORIN, Acting Agent.
Hongkong, 12th February, 1902. [1004c]

EDUCATION: WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.
Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.
Bracing climate. Healthy situation, facing South.
Next term begins February 1st.
PRINCIPALS:—
HERBERT L. BEER, London University, L.C.P.
BENJAMIN L. BEER, London University, L.C.P.
CHAS. E. BEER, London University, L.C.P.
[The above are all members of the University of London.]

KA-NANGA OF JAPAN
(REGISTERED)
RIGAUD and Co. PARIS

Kananga Water the most delightful and refreshing. Fully refreshing. Tastes like water. It is the most delicate and purest of all drinks. It is a delicate and refreshing beverage and feeling of comfort and freshness.

New Seasonable in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELANGE EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE & CHAMPAIGN EXTRACT
RIGAUD'S STANGE EXTRACT

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SWATOW, SHANGHAI AND CHINKIANG.	"KUKIANG".....	19th February.
MANILA, SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	"OHANGSHA".....	20th February.
AMOY, SAMARANG AND SOERABAYA.	"SHANTUNG".....	22nd February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL.....	"TYDEUS".....	17th February, 1902.
" "	"ANTENOR".....	18th " "
" "	"CALOHA".....	26th " "
" "	"NESTOR".....	6th March, " "
" "	"DARDANUS".....	12th " "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"IDOMENEUS".....	" "	18th Feb., 1902.
"AJAX".....	" "	4th March, " "
"ULYSSES".....	" "	15th " "
"ANTENOR".....	" "	29th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"TYDEUS"..... 15th Mar., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 20th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.
For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. (1266c)

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING.....	"MAIDZURU MARU".....	T. Salto.....	WEDNESDAY, 19th February.
FOR TAMSUI.....	"DAIGI MARU".....	T. Kikano.....	SUNDAY, 23rd February.
FOR FOCHOH.....	"ANPING MARU".....	K. Sudzuki.....	WEDNESDAY, 26th February.
FOR TAMSUI.....	"DAIJIN MARU".....	T. Ogata.....	SUNDAY, 2nd March.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents, (1379c)



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIOUME AND TRIESTE.

Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship

"CHINA," will be despatched as above TO-MORROW, the 18th February, P.M.
This steamer has capital accommodation for passengers. Electric light. A doctor is carried.
For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, (133d)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," will be despatched as above on THURSDAY, the 27th instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents, (1360d)

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO," Captain A. Ramsay, will be despatched for the above Port, TO-MORROW, the 18th instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers, (191d)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE," Captain Mutis, will leave for the above places, TO-MORROW, the 18th instant, at 4 P.M.
The steamer has capital accommodation for passengers. Electric light. A doctor is carried.
For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, (176d)

FOR ILOILO.

THE Steamship

"ANTONIO MACLEOD," Captain Ugarre, will be despatched as above TO-MORROW, the 18th instant, at 4 P.M.
For Freight or Passage, apply to

BRANDAO & Co., Agents, (1300d)

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU" of the HAMBURG-AMERIKA LINE, Captain P. Lunschloss, due here with the outward German Mail about the 19th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents, (1300d)

Shipping.

STEAMERS.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLEGARRY," Captain J. S. Stevenson, R.N.R., will be despatched as above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Hongkong, 11th February, 1902. (114d)

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about Mar. 10

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 14th February, 1902. (176d)

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1894. (25)

To be Let.

TO LET.

"THE KENNELS" MAGAZINE GAP.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th February, 1902. (138d)

TO LET.

GROUND FLOOR OF GODOWN No. 1, New Praya, Kennedy Town.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st February, 1902. (140d)

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. (709c)

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RIVINGTON TERRACE.

"THE RETREAT" MOUNT KELLET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 11th January, 1902. (209c)

TO LET.

"CRAIGMIN WEST," MAGAZINE GAP.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th January, 1901. (26d)

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. (228c)

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUHEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

"O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. (18)

Consignees.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA,"

Captain J. von Döhren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 11th February, 1902. (179d)

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 12th February, 1902. (1)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Caledonia*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 13th February, 1902. (14)

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Sidon*, from Bordeaux, ex S.S. *Camille*, and *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 13th instant, requesting it to be landed to be countersigned by the Undersigned.

Bills of Lading will be countersigned by the Undersigned, the 20th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th instant, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 13th February, 1902. (1004c)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex S.S. *Albatros* transhipped at Trieste.

From Levant Ports, ex S.S. *Urania* & *Medea*.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 15th February, 1902. (176d)

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Builders, (18)

Intimations.

C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED

and FIXED DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED AND RE-PAIRED.

Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES, Price on Application. (158c)

NEW VICTORIA HOTEL.

ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, &c., &c., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, 2nd September 1901. (958c)

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

St. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRON

AGENDA.

Gospel Hall.
6 Arsenal Street, Top Floor.
(Off Queen's Road, East.)
Meetings are held as follows:—
SUNDAY.
ACIS 2.42 11 a.m.
Gospel Address 6 p.m.
TUESDAY.
Soldiers & Sailors Bible Class. 6 p.m.
THURSDAY.
General Bible Class 6 p.m.
SATURDAY.
Prayer Meeting 6 p.m.
A hearty welcome given to all.

TO-DAY.

WEATHER REPORT.
On date at On date at
10 a.m. 4 p.m.
Thermometer 39.37 39.25
Barometer 66 63
Rainfall 44 69

SHIPPING AND MAIL NEWS.

MAILS.
American (Garfield) 19th inst.
American (Kauai) 19th inst.
Canadian (Empress of Japan) 20th inst.
Indian (Lightning) 23rd inst.
American (Hongkong) 27th inst.
American (China) 7th prox.
American (Doric) 13th prox.

The P. & O. S. N. Co's steamer *Ceylon* left Singapore for this port on the 16th inst., at 10 a.m.

The P. & O. S. N. Co's steamer *Tientsin* left Singapore for this port on the 16th inst., at 6 a.m.

The E. & A. steamer *Eastern* leaves Manila on the 17th inst., for this port and is due here on Wednesday the 19th inst.

The Imperial German Mail steamer *Hamburg* left Shanghai on Saturday the 15th inst., at 2 p.m., and may be expected here on or about to-night Monday the 17th inst.

The P. M. S. S. Co's steamer *Doric* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th inst.

The P. M. S. S. Co's steamer *Nippon Maru* with mails, &c., which left Kobe on the 18th ult., for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 13th inst.

The Canadian Pacific Railway Co's R.M.S. *Empress of India* arrived at Nagasaki at 8 a.m., on Monday the 17th inst., and left again at 8 a.m., to-day for Hongkong where she is due to arrive at 10 p.m., on Tuesday the 18th inst.

The Canadian Pacific Railway Co's R.M.S. *Empress of Japan* arrived at Shanghai at 5.30 p.m., on Sunday the 16th inst., and left again at 8 a.m., to-day for Hongkong where she is due to arrive at 8 a.m., on Thursday the 20th inst.

HONGKONG AND WHIMMOA DOCK RETURNS.
Ryudo Kowloon Dock.
Skramstad " "
Indrapura " "
Takli " "
Prilos " "
Glenavoy City Cosmopolitan
Petrach " "
Daphne " "
Lysaugen " "
Musang " "

PASSED THE CANAL.

Outward—7th Jan.—Malaya. 14th Jan.—*Nassau*. 17th Jan.—*Arasania*, *Kaisow*, *Leander*, *Konigsberg*. 21st Jan.—*Dragonmar*, *Armenia*, *Tydeus*. 24th Jan.—*Aniow*. 28th Jan.—*Ceylon*, *Glauworganshire*, *Klaustschou*, *Oceanien*, *Maritima*.
Homeward—3rd Dec.—*Ceylon*. 20th Dec.—*Murco*, *Alinghetti*. 24th Dec.—*Tantulan*. 27th Dec.—*Japan*, *Claverdale*, *Alpa*. 31st Dec.—*Dembay*. 13th Jan.—*Archilles*. 17th Jan.—*Leion*, *Suzvia*. 28th Jan.—*Yara*, *Java*, *Acan*, *Leone*, *Hakana*, *Alchies*.
Arrivals at Home—24th Dec.—*Calchas*, *Kamakura Maru*. 31st Dec.—*Awa Maru*, *Segovia*, *Hamberg*, *Paul Revere*. 2nd Jan.—*Socotra*. 3rd Jan.—*Bayern*, *Nestor*, *Ernest Simon*, *Longships*. 7th Jan.—*Inaba Maru*, *Prometheus*. 10th Jan.—*Dardanus*. 14th Jan.—*Satsuma*, *Susichanna*, *Anapa*, *Maclagan*, *Stuttgart*, *Marquis Raguehen*. 21st Jan.—*Adana*, *Ville de la Citadelle*, *Hilitchi Maru*. 24th Jan.—*Marburg*. 27th Jan.—*Borneo*. 28th Jan.—*J. F. Chapman*, *Konig Albert*.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

January 11th.
Mr. Hutchison, second officer of the s.s. *Whampoa*, has been appointed chief officer of the s.s. *Nippon*.
Mr. Robert Watson has been appointed second officer of the s.s. *Whampoa* vice Mr. Hutchison, promoted.

February 12th.
The officer of the s.s. *Lien Shing* are:—Capt. W. O. M. Young, chief officer G. J. L. Nether-ton, and officer J. C. Daily, chief engineer J. Gillies, and engineer J. Davidson, third engineer W. Elder.

VISITORS AT THE KOWLOON HOTEL.

Anderson, Capt. and Curlew, Capt. and Mrs. Mrs. (H.K.R.) Dodson, Mr. and Mrs. Barrett, Lieut. & Mrs. and family A. S. (H.K.R.) Groves, Capt. and Mrs. Blibrough, C. T. S. Holden, Capt. Blibrough, Mrs. Joasen, F. best Crockett, Mrs. Monrow, Miss Crockett, Miss Riegen, V.

EXCHANGE.

Hongkong, 17th February.
ON LONDON, Telegraphic Transfer 110 1/10
" Bank Bills, on demand 110 1/16
" Credits, 4 months' sight 110 7/16
" Dime's, 4 months' sight 110 9/16
ON BRILLIN, (demand) M.1.874
ON PARIS, Bank Bills, on demand 2.31
" Credits, 4 months' sight 2.35
ON NEW YORK, Bank Bills, on demand 44 1/2
" Credits, 30 days' sight 45 1/2
ON BOMBAY, Telegraphic Transfer 137
" On demand 137 1/2
ON SHANGHAI, Telegraphic Transfer 72 1/2
" Private 30 days' sight 72 1/2
ON YOKOHAMA, T.T. 114 1/2 % prem.
Sovereigns, Bank's Buying Rate 50.80
Gold Leaf 100 touch, per tael 50.00
Bar Silver 25.7/10
Dollars 99.00

VISITORS AT THE HONGKONG HOTEL.

Allan, Mr. and Mrs. Howkins, Mr. and Mrs. Altman, G. J. H. L. Houston, J. W. Hughes, W. K. J. F. Hume, A. N. L. Hunt, J. E. Baldwin, Miss S. Jackson, Capt. Barff, Mr. and Mrs. Jenkins, S. L. Jo, S. Johansen, Mr. and Mrs. Joseph, Mr. and Mrs. E. S. King, Major H. S. Kingcome, E. A. Kirkwood, J. Klamberg, B. V. Lake, Capt. Loubie, M. Gordon, Bowden, Mr. and Mrs. Marlow, W. T. Brown, Dr. R. A. McBain, Mr. G. Brown, Miss May McLellan, Mrs. E. E. Cameron, D. H. Michael, S. J. Carter, A. Milton, Mr. and Mrs. Minotti, M. Chenoworth, Capt. Miyasaka, S. Clapp, Mr. and Mrs. H. Murchie, F. Clark, Dr. F. Novello, N. Clement, C. Oliver, Mr. and Mrs. J. W. L. and 2 children. Parritt, W. Pearce, Dr. W. W. Colson, J. C. Penney, Dr. and Mrs. Crafo, Dr. J. M. W. Hughes. W. K. Peters, J. W. Davies, Mrs. W. and child. Phillips, T. M. Dessino, Col. Pity, Miss Discombe, G. M. Pitcher, A. J. Dunsford, Capt. & Mrs. Price, H. Radcliffe, R. E., Capt. Earnshaw, Mrs. Read, H. H. Easton, W. Richards, J. F. Edwards, F. W. Riddell, W. B. Evans, N. G. Robertson, Miss Fave, A. L. Robertson, W. R. Gibbons, Mr. and Mrs. Stanley Sandeman, Mr. & Mrs. Gibson, Mr. and Mrs. Schouw, C. Kennedy and child. Glover, C. Schwind, R. Golding, Miss Simpson, A. E. Gould, P. P. Snewin, E. A. Grant, G. C. L. Soutar, D. Grant, John Sugden, A. Hamersley, B. F. Thomson, Dr. J. C. Handelman, Mr. and Mrs. J. Turnbull, E. C. L. Handry, P. M. Turnbull, Mr. and Mrs. Hanson, B. E. G. R. Hanson, Mrs. Unsworth, Capt. & Mrs. Heaps, E. O. Walker, W. B. Heckford, R. G. Wardle, F. R. Henderson, G. E. Watkins, C. A. Hendry, P. M. Welch, A. R. Hills, T. W. Whaley, W. J. G. Holden, Mr. Wood, T. Hollingsworth, A. Woollen, J. J. Horsey, H. H. Wyse, R. C. Howard, Thos.

VISITORS AT THE CONNAUGHT HOTEL.

Aenlle, Mrs. C. & child. Mepherston, Mrs. Alfred, Mr. and Mrs. Mongallard, Mr. Arnold, H. Pontifex, E. C. Brown, J. Remedios, Mrs. d'Al- Campbell, H. F. mada e C. Comrie, A. F. Remedios, d'Almada e C. Conolly, Mr. and Mrs. Remedios, Miss d'Al- Cyane, Mr. mada e C. Dancel, A. Robinson, Mr. & Mrs. Fairchild, Mr. A. E. Gayoso, Mr. Robinson, Mr. & Mrs. Gunper, Mr. and Mrs. Smith, Mr. and Mrs. D. L. Hiedmarsh, Mr. & Mrs. Stanford, W. E. D. T. W. Sutton, Mr. Homan, Miss Thompson, Mrs. J. J. Hurri, A. Tinsley, Miss Ironside, Mr. Treasull, Mrs. Landle, Mr. and Mrs. Watson, Major & Mrs. J. J. C. Lyon, Mr. and Mrs. Wild, Mr. and Mrs. MacKenzie, Mrs. C. Wilson, J. A. Manero, R. Witton, Mrs. McMillan, A. C.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Beattie, James. Lyne, Mrs. Benson, Capt. and Mrs. Marchandell, Mrs. & Blewby, R.A.M.C., Capt. Miss Blood, G. Martin, R. Bonnar, J. W. C. May, A. J. Brown, R.E., Col. L. F. McBirney, Day Bryne, H. F. R. McDermott, A. P. Bryant, G. H. Miller, Mr. and Mrs. Cartwright, Miss Mitchell, Robert Chapman, Mr. and Mrs. Morgan, Mrs. child and Mrs. A. Connell, Mr. and Mrs. Osborne, R.A., Major Perfect, G. Grosvenor Pitt, Mr. John, R.N. C. L. O. Ross, Alexander Dann, Mr. and Mrs. G. Rumsey, R.N., Hon. H. Murray Davies, W. Sawyer, Mrs. Edmondston, E. B. Scott, Captain Percy, Eyre, Mrs. R.N., C.B. Ezekiel, J. S. Scott, Mrs. Percy and Col. and Mrs. child Forbes, Andrew Sherbrooke, Mrs. H. G. Grimble, Geo. Sherbrooke, Miss Sinclair, A. Spackhaver, W. C. C. Hatten, A.P.D., Capt. Spackhaver, W. C. C. Hatten, J. von Stokes, & G. Hughes, R.A.M.C., Lt. Terrell, Mr. and Mrs. Col. James, R.A., Maj. and Mrs. Thomson, J. S. Jeffries, H. N. Wheeler, W. H. Johnson, C.R.A., Lieut. Wise, Hon. and Mrs. A. G. and child Libaud, E. V. Wright, Dr. and Mrs. Libaud, E. V. Bateson Lynne, R.N., Lt.-Comdr.

ORAGIEBURN.

Brown, Mr. and Mrs. Ough, Mr. and Mrs. A. H. Matheson Simpson, Capt. & Mrs. George, Mr. and Mrs. C. Simpson, Capt. & Mrs. Helms, W. Surplice, Mr. and Mrs. Henderson, Mrs. F. H. F. R. C. M. J. Hug, Mr. and Mrs. E. Whitty, R.A.M.C., Major Pyne, Capt. and Mrs. M. J.

VISITORS AT THE QUEEN'S HOTEL.

Boeppel, Miss Laaf, Mr. Edmunds, Mr. & Mrs. Mestries, B. E. and child Nesbit, Mr. Fair, A. Nobbs, A. P. Golez, Mr. Reddick, A. G. Gillingham, Mr. & Mrs. Roberts, A. G. and child Shepherd, F. B. Hubbe, T. Simon, R.N., Lt. and Mrs. Spicer Jacob, Mrs. and child Stansbury, R.N., Lieut. Koelke, Capt. and Mrs. Kval, A. and Mrs. W. Lewis, Lieut. Col. and Mrs. Wiesse, Mrs. W. Mrs. J. H. G. Wherry, Mrs. H. V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(FEBRUARY 17th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$595 ex div. buyers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 1	\$27 1/2 buyers
Do. Founders.	£ 1	\$10 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$345 buyers
China Traders' Insurance Company, Limited	\$ 25	\$57 sellers
North China Insurance Company, Limited	£ 25	Taels 190 buyers
Yantai Insurance Association, Limited	\$ 130	\$130
Canton Insurance Office, Limited	\$ 50	\$155 buyers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$397 1/2 buyers
China Fire Insurance Company, Limited	\$ 20	\$90 buyers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$37 sellers
Indo-China Steam Navigation Company, Limited	£ 10	\$145 sellers
China and Manila Steamship Company, Limited	\$ 50	\$50 sales
Douglas Steamship Company, Limited	\$ 50	\$41
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10
"Star" Ferry Company, Limited	£ 2 1/2	\$9 sellers
"Shell" Transport and Trading Company, Limited	£ 1	£2
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 50	Taels 105
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$143 sales
Luzon Sugar Refining Company, Limited	\$ 100	\$35 buyers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
Mining.		
Punjom Mining Company, Limited	\$ 10	\$14 buyers
Punjom Mining Preference Shares	\$ 1	\$14 buyers
Société Française des Charbonnages du Tonkin	Francs 250.	\$525 buyers
Queen Mines, Limited	Cents 25	4 cents
Jebeu Mining and Trading Company, Limited	\$ 5	\$4 sellers
Raub Alluvial Gold Mining Company, Limited	£0 18s. 10d.	\$9
Olivers Freehold Mines, Limited	£ 1	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Taels 9.60
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 100	\$280 sellers
S. C. Farnham, Boyd & Co., Ltd.	Taels 100	Taels 267 1/2
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$97
New Amoy Dock Company, Limited	\$ 64	\$30 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited	Taels 100	Taels 270
Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$94 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$182 sales
Kowloon Land and Building Company, Ltd.	\$ 30	\$31 ex div.
West Point Building Company, Limited	\$ 50	\$60 sellers
Hongkong Hotel Company, Limited	\$ 50	\$134 sales
Oriente Hotel Company, Limited (Manila)	\$ 50	\$52 1/2
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$270
Humphrey's Estate and Finance Company, Limited	\$ 10	\$124 buyers
Shanghai Land Investment Company, Limited	Taels 50	Taels 114
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42
International Cotton Manufacturing Company, Limited	Taels 100	Taels 25
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 50
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500
Philippine Tobacco Trade Co., Limited	\$ 50	\$50 sellers
Shanghai-Sumatra Tobacco Company	\$ 20	Taels 40
American Cigarette Company, Limited	Taels 50	Taels 50
Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$21 1/2 buyers
China-Borneo Company, Limited	\$ 15	\$33 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 sellers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$13 1/2 buyers
Hongkong Electric Company, Limited	\$ 10	\$64 buyers
Hongkong and China Gas Company, Limited	£ 5	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$175 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$47 1/2 sellers
Hongkong Ice Company, Limited	\$ 25	\$208 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$320 buyers
Dairy Farm Company, Limited	\$ 6	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Limited	£0 12s. 6d.	\$1
United Asbestos Oriental Agency, Limited	\$ 15	\$10 buyers
Tebrau Planting Company, Limited	\$ 10	\$1
Universal Trading Co., Limited	\$ 20	\$20 sellers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8
China Light and Power Co., Limited	\$ 20	\$20
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$45
William Powell, Limited	\$ 10	\$10
Shanghai-Langkai Tobacco Company, Limited	Taels 100	Taels 335

Telegraphic Address—"Rialto."

Telephone No. 148.

P. O. Box No. 17.

BENJAMIN, KELLY & POTTS,

Share Brokers.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS.	DUE
Klaustschou	Singapore	Melchers & Co.	February 19th
Gaelic	Japan	Pacific Mail S. S. Co.	February 19th
Eastern	Manila	Gibb, Livingston & Co.	February 19th
Empress of Japan	Shanghai	C. P. R. Co.	February 20th
Lightning	Singapore	Jardine, Matheson & Co.	February 23rd
Ceylon	Singapore	P. & O. S. N. Co.	February 23rd
Tientsin	Singapore	P. & O. S. N. Co.	February 23rd
Hongkong Maru	San Francisco	Pacific Mail S. S. Co.	February 27th
Crown of Arrango	Bombay	P. & O. S. N. Co.	February 28th
China	San Francisco	Pacific Mail S. S. Co.	March 7th
Doric	San Francisco	Pacific Mail S. S. Co.	March 13th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

16TH FEBRUARY, 1902, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostok	2 p.m.	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Taihouku	1 p.m.	30.29	—	—	NN	2	—
Taihu	—	30.24	—	—	NN	2	—
Tainan	—	30.26	—	—	NN	4	—
Koshun	—	30.26	—	—	NN	6	—
Pescadores	—	30.30	—	—	NN	6	—
Gutliff	3 p.m.	30.33	55	44	E	0	bm
Sharp Peak	—	30.26	59	76	E	1	b
Amoy	—	30.25	66	54	ESE	1	b
Swatow	—	30.29	67	—	E	4	b
Canton	—	30.24	78	82	W	1	b
Hongkong	4 p.m.	30.25	66	63	E	2	b
Victoria Peak	—	30.23	—	—	NE	1	c
Gap Rock	—	30.24	72	—	SSE	1	c
Haiphong	1 p.m.	30.24	81	85	NE	2	c
Manila	4 p.m.	30.24	—	—	NE	3	c
Malate	3 p.m.	—	—	—	NE	4	c
Bacolod	—	—	—	—	NE	4	c
Iloilo	—	29.96	78	—	NE	2	c
Cebu	—	29.97	81	—	N	2	c
Cape S. James	—	—	—	—	N	2	c

17TH FEBRUARY, 1902, A.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
Wladivostok	7 a.m.	—	—	—	NW	6
Tokio	6 a.m.	29.94	—	—	N	6
Kochi	—	30.15	—	—	N	6
Nagasaki	—	30.34	—	—	N	6
Kagoshima	—	30.31	—	—	N	6
Taihouku	5 a.m.	30.33	—	—	N	6
Taihu	—	30.28	—	—	N	6
Tainan	—	30.29	—	—	NE	2
Koshun	—	30.25	—	—	NE	6
Pescadores	—	30.30	—	—	NE	6
Gutliff	9 a.m.	30.57	45	61	NE	4
Sharp Peak	—	30.43	58	61	W	1
Amoy	—	—	—	—	—	—
Swatow	—	—	—	—	—	

HINSANG, British steamer, 1,537, "P. M. B.

HINSANG, British steamer, 1,537, P. M. B. Lake, 6th Feb.,—31st Jan., Coal.—Jardine, Matheson & Co.

HOIHOW, British steamer, 866, 3d W. Eddy, 15th Feb.,—Canton 15th Feb., General.—Butterfield & Swire.

KEONGWAI, German steamer, 1,115, A. von Riegen, 11th Feb.,—Bangkok 2nd Feb., General.—Melchers & Co.

KONG BENG, German steamer, 862, W. Möller, main, 7th Feb.,—Bangkok 30th January, General.—Butterfield & Swire.

LOONGSANG, British steamer, 1,092, C. S. Welsh, 14th Feb.,—Manila 12th Feb., Hearn, Jardine, Matheson & Co.

MAINDZURU MARU, Japanese steamer, 667, T. Saiton, 15th Feb.,—Anping via Amoy and Swatow 14th Feb., Coal.—Mitsui Bussan Kaisha.

MAUSANG, British steamer, 1,614, W. D. Welsh, 30th Jan.,—Sandakan 23rd Jan., Timber and General.—Jardine, Matheson, & Co.

OOPACK, British steamer, 2,615, J. Barber, 14th Feb.,—Gentle and Tacoma via Ports and Shanghai 11th Feb., General.—Jardine, Matheson & Co.

ORO, British steamer, 1,297, W. Smith, 5th Feb.,—Singapore 26th Jan., General.—Dodwell & Co., Ltd.

PETRAKCI, German steamer, 1,252, H. Uecker, 20th Dec.,—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.

ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 14th Feb.,—Manila 12th Feb., General.—Mitsui Bussan Kaisha.

SALAMANCA, British steamer, 883, J. H. Ander, 10th Dec.,—Moji 9th Dec., Coal.—Bradley & Co.

SANDAKAN, German steamer, 1,374, A. Brandstetter, 7th Feb.,—Sandakan via Ports 1st Feb., Timber and General.—Melchers & Co.

SZECHEUN, British steamer, 1,158, Hall, 15th Feb.,—Canton 14th Feb., General.—Butterfield & Swire.

TAICHIOW, German steamer, 826, W. Rhee, 10th Feb.,—Bangkok 27th Jan., Rice.—Butterfield & Swire.

TAI FU, German steamer, 1,065, H. Martens, 8th Feb.,—Bangkok 31st Jan., Rice and General.—Tung Kee.

TAKSANG, British steamer, 977, W. P. Baker, 12th Feb.,—Moji 7th Feb., Coal.—Jardine,

TOONAN, Chinese steamer, 956, G. Methen,
Feb.—Canton 14th Feb., General.—C. M.

S. N. Co.
TRIESTE, Austrian steamer, 3,203, A. Müll,
14th Feb.,—Singapore 5th Feb., General.
—Sander, Wieler & Co.
TRITOS, German steamer, 1,030, H. Clausen,
11th Feb.,—Saigon 6th Feb., Rice and
Rice-meal,—Kong Fat
YUNNAN, British steamer, 3,200, W. Benson,
9th Feb.,—Barry 21st Dec., Coal.—Butter-
field & Swire.
ZAFIRO, British steamer, 1,611, A. Ramsay,
14th Feb.,—Manila 11th Feb., Ballast.—
Shewan, Tomes & Co.

Sailing Vessels.

HERZOK JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October,—

Manila 6th Oct., General.—Master.

IVY, American ship, 1,81, Sition; 30th Jan.

—Modoral 15th Nov., Timber.—Order.

LOTHAR, Italian bark, 673, Borizzo, 24th Jan.

—Callio 10th Nov., Sugar.—Carlowitz & Co.

LUCIA, British bark, 640, A. Andersen, 19th Jan., Rajang (Borneo) 22nd Dec, Timber.—Sander, Wieler & Co.

MATVO MARU, Japanese schooner, 121, Dochi 27th Jan.—Manila 20th Jan., Ballast.—Master.

NIOLA, Norwegian bark, 649, Cardin, 3rd Jan.—Freemantle, Wash, and Australia 21st Oct., Sandalwood.—Order.

NORMA, German bark, 1,221, F. Rowch, 18th Jan.—Cardiff 23rd May, Coal.—E. A. Trading Co.

SIERING RANIA, British ship, 1,740, Asa Marcondor, 2nd Feb.—Cardiff 25th Sept.

VALE OF DOON, British bark, 669, J. Petersen

16th Dec.,—Kejang 18th Nov., Timber-
Sander, Wieler & Co.
WEST YORK, Callah bark, 706, W. S. Forstet-
20th Dec.,—Ballao 10th Oct., Ballast-
E. A. Trading Co.

**HIS BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.**

Hongkong, February 17th, 1902.
Albatross, despatch-vessel, 1,700 tons, 10 guns.

3,000 i.h.p., Comdr. S. E. Easkine, Hon.

Albatross, 3,000 i.h.p., Comdr. S. E. Easkine, Hongkong.
Albatron, 1st-class battleship, 12,900 tons, 13,550 i.h.p., 16 guns, Capt. W. W. Hewes, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns. Capt. G. H. Cherry, R.N.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.

Astraea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Singapore.

Blenheim, 1st-class cruiser, 9,000 tons, 12,000 i.h.p., 21,411 i.h.p., Capt. F. H. Henderson, C.M.S., Amoy.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. A. Leake, Hongkong.

British, 3rd-class cruiser, 1,700 tons, 2,000 i.h.p., 6 guns, Commander E. H. Martin, Singapore.

Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.

Crissy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.

Eclipse, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., Capt. R. H. S. Stokes, Hongkong.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.B., Hongkong.

Esik, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chien-kiang.

Fame, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beatty Poncy, Canton.

Glory, 1st-class flagship, 12,500 tons, 16 guns, 12,500 i.h.p., Capt. A. Carter, Singapore.

Gothalst, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Hark, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 4,000 i.h.p., in reserve.

Handy, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.

Hummer, storeship, 1,640 tons, 800 i.h.p., Capt. H. J. Davison, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 2,000 i.h.p., Lieut. and Comdr. G. C. Hardy.

Podorinski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisla, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skaf, Russian torpedo boat, 350 tons, Captain Simmow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sokichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterkla, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 2 torp tubes, 22 knots.
 † Flagship of Vice-Admiral Alexeieff.
 † Flagship of Rear-Admiral F. V. Dubossioff.
 † Flagship of Rear-Admiral Reguoff.

THE GERMAN SQUADRON.
Buszard, German cruiser, 1,830 tons, 8 guns, Comdr. von Hassewitz, at Saigon.
 * *Furst Bismarck*, German battleship, 6,065 tons, 36 guns, Capt. Friederick, at Singapore.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.
Geler, German cruiser, 1,600 tons, 8 guns, Capt. Baatz, at Shanghai.
 ** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, Capt. Rampold, at Woosung.
Hertie, German cruiser, 5,600 tons, 30 guns, Capt. Derrewsky, at Saigon.
Ilisi, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Sthamer, at Shanghai.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Poochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
 ** *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.
Luchs, German cruiser, 850 tons, 10 guns, Comdr. Doehardt, at Shanghai.
Schadler, German cruiser, 1,120 tons, 8 guns, Comdr. Buerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 956 tons, 10 guns, Comdr. von Mittelstiedt, at Canton.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Vullen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. von Munrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.

*** Flagship, Rear-Admiral Kirchhoff.

** Flagship of Rear-Admiral Gerslert.
 *** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Com.
 Belloy, at Nagasaki.
Aniral, *Chamare*, and class cruiser, 4,800 tons,
 at Badine, Saigon.
Bengali, and class dispatch-boat, Lt.-Com.
 De La Croix de Castries, at Nagasaki.
Bugeaud, and class cruiser, 4,000 tons, 10 guns,
 9,000 i.h.p., Capt. Defevre, at Shanghai.
Chasseloup-Laubat, and class cruiser, 3,700
 tons, 9,000 i.h.p., 18 guns, Capt. Espinay,
 at Luc, en route Saigon.
Comete, gunboat, 600 tons, Capt. Loliel,
 Canton.
Decedet, gunboat, 640 tons, Capt. Leameey,
 Pakhoi.
D'Entrecasteaux, 1st class cruiser, 9,000
 tons, 26 guns, 13,500 i.h.p., Capt. D.
 Fretet, Tonkin.
Descartes, and class protected cruiser, 4,000
 tons, 36 guns 631 i.h.p., Capt. L. de Saurat,
 at Saigon.
Eura, Dispatch-transport, Captain Vallée,

Friant, 3rd. class cruiser, 3,900 tons, Ca
Adam at Haiphong

Saigon.
Friant, 3rd. class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bar, 1st class cruiser, 4,500 tons, to guns, 8,000 l.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd. class cruiser, 1,300 tons, guns, 2,200 l.h.p., Capt. de la Motte Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, en route Saigon.
Pascal, 2nd-class protected cruiser, 4,000 to 35 guns, 9,000 l.h.p., Capt. M. Motet, at Shanghai.
Siva, 3rd-class cruiser, 1,800 tons, Capt. V. Siva, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 866 l.h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Capt. Bommesaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. Villeneuve, at Foochow.
* Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.
Albany, U.S. cruiser, 3,500 tons, Comdr. J. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arago, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, en route Manila.
Callao, U.S. gunboat; 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3 h.p., Comdr. H. C. D. Celay, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,435 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,700 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. discharging-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isle de Luzon, U.S. gunboat, 1,330, Comdr. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Comdr. C. H. Stockton, at Anoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 1 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Mariette, U.S. gunboat, 700 tons, 1,500 l.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Memadnock, U.S. double-turret monitor, 4,400 tons, 6 guns, 3,000 h.p., Capt. F. G. Moore, at Hongkong.
Mosby, U.S. gunboat, 1,370 tons, 6 guns, 860 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,400 tons, 6 guns, 3,244 h.p., Comdr. G.

THE HONGKONG TELEGRAPH.

50 QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS:—*Telegraph*, Hongkong

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
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WEEKLY—\$13 per annum.

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WEEKLY—\$3.25 per quarter; \$1.00 per month.

mensem:

mensem.

The daily issue is delivered free who dress is accessible to messenger. On sent by post an additional \$1.80 per quarter charged for postage.

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